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KING COUNTY INTERNATIONAL AIRPORT INCIDENT REPORT

INCIDENT: Fuel spill

DATE OCCURRED \_\_\_\_\_

DATE REPORTED \_\_\_\_\_

TIME OCCURRED \_\_\_\_\_

TIME REPORTED \_\_\_\_\_

LOCATION(S) OF OCCURRENCE: \_\_\_\_\_

REPORTED BY: \_\_\_\_\_

PHONE NO(S): \_\_\_\_\_

SUMMARY:

At 2030 Chief Olson, and Offs. Brown and Dickie checked the oil separators located just south of the A-9 intersection in the grass ( E-12 on the map). There was definately fuel present. The south pump house was checked and it was clear.

At 2250 Off. Dickie was directed by Bob Nonas to start 4 of the pumps and let it run until it cut down to 2 pumps. After approx. 5-10 minutes Off. Dickie reported fuel coming into the sump area of the pump house, and he turned off the pumps.

Dick Lee arrived at 2255, General Manager of Crosby and Overton Inc. His truck arrived shortly and all concerned were escorted to the E-12 oil separators to start pumping operations. It was also determined by Flightcraft that the total amount of fuel spilled was more like 11,000 gallons. This was determined by dipping the tanks.

At 0115 the pumping operation was moved to the south pump house. Not much fueled had been recovered from the separators. As the pumping of the sump area commenced more fuel started draining out of the storm sewer pipes. Fuel was also present in the pump house water holding area. Approximately 6000 to 7000 gallons of fuel had been recovered by 0245 hrs. Mr. Baker decided that skimming of the fuel could be stopped until tomorrow or until it started raining hard. Mr. Baker and the Crosby, Overton people had skimmed enough fuel and pumped enough of the water (using the airport pumps) so that there is approx. 1 foot more leeway in the level of the liquid in the south pump house tanks.

OFFICERS: \_\_\_\_\_

ACTION: \_\_\_\_\_